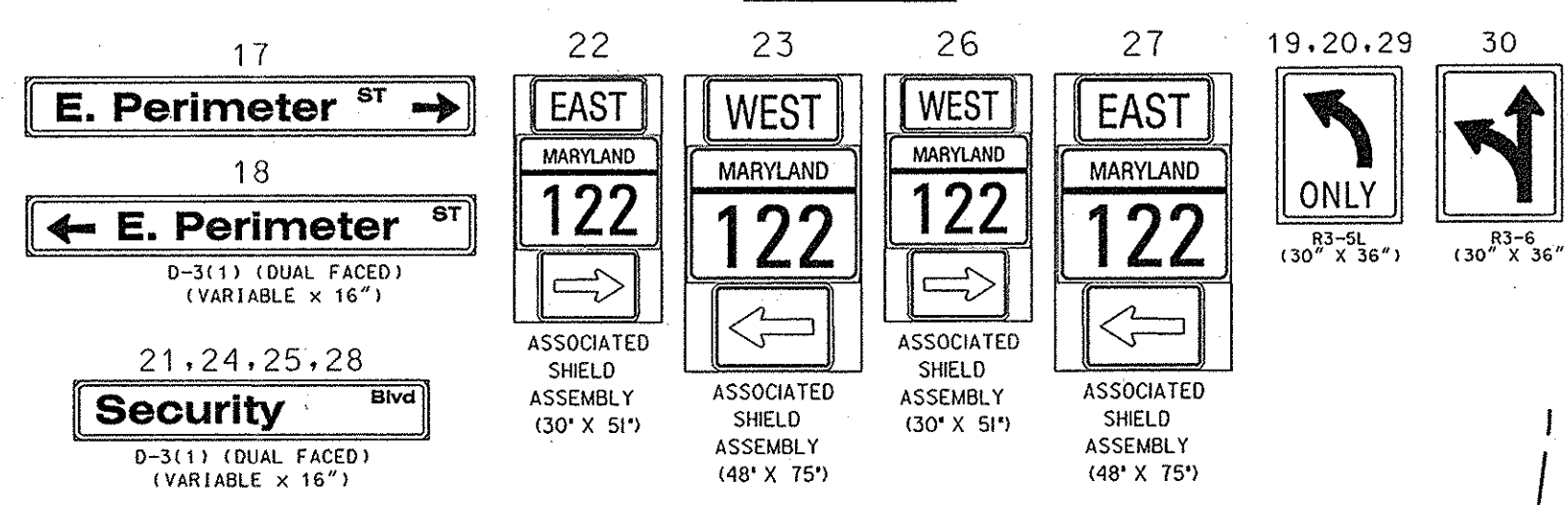


MD 122 IS ASSUMED TO RUN  
IN AN EAST-WEST DIRECTION

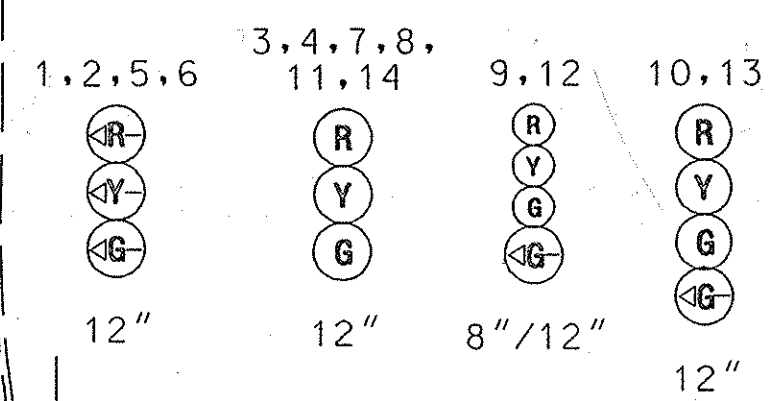
PROPOSED SIGNS



EXISTING SIGNS  
TO REMAIN



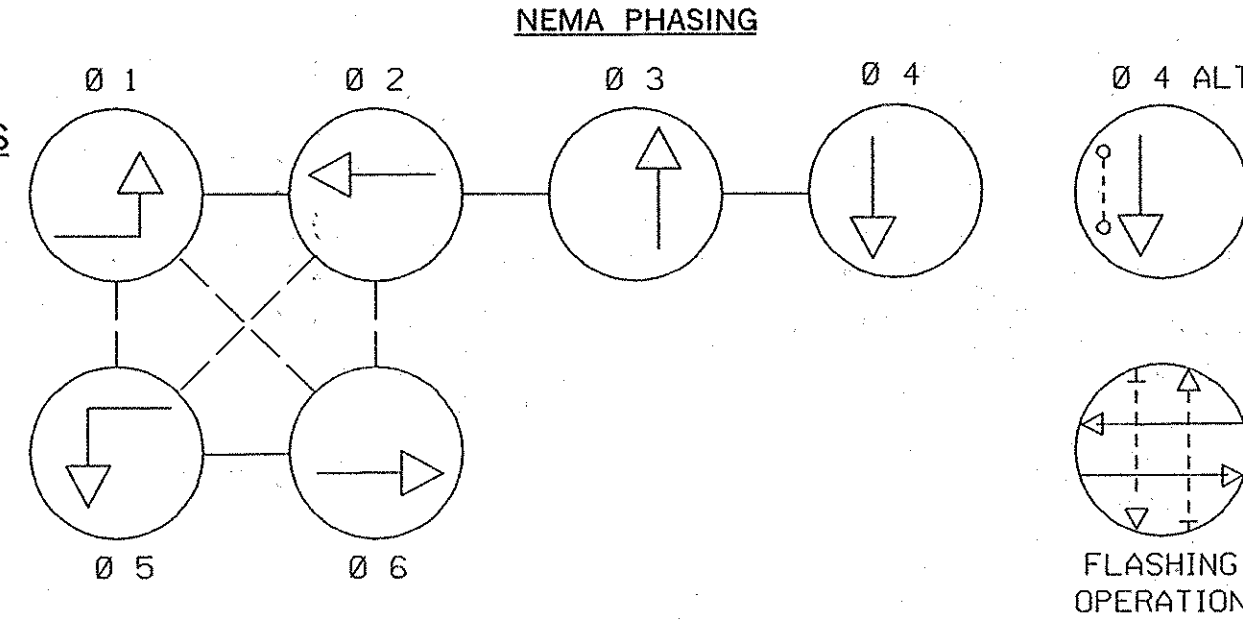
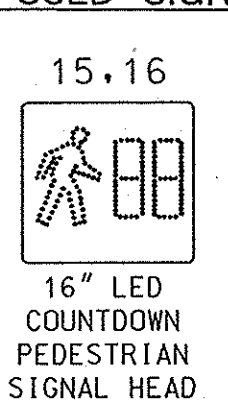
EXISTING SIGNAL  
HEADS TO REMAIN



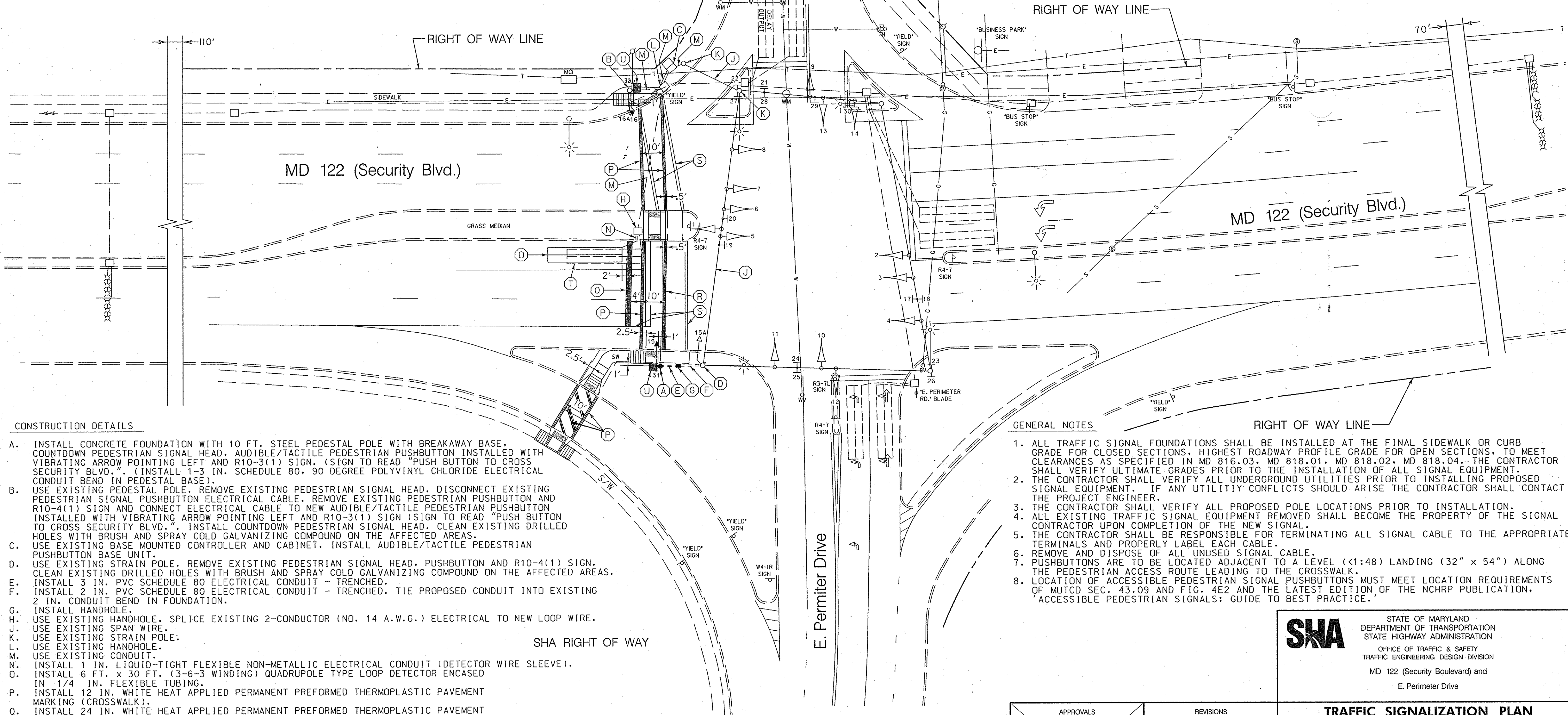
EXISTING SIGNAL  
HEADS TO  
BE REMOVED



PROPOSED SIGNALS



NOTE:  
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.  
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

- INSTALL CONCRETE FOUNDATION WITH 10 FT. STEEL PEDESTAL POLE WITH BREAKAWAY BASE. COUNTDOWN PEDESTRIAN SIGNAL HEAD, AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN. (SIGN TO READ "PUSH BUTTON TO CROSS SECURITY BLVD."). (INSTALL 1-3 IN. SCHEDULE 80, 90 DEGREE POLYVINYL CHLORIDE ELECTRICAL CONDUIT BEND IN PEDESTAL BASE).
- USE EXISTING PEDESTAL POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD. DISCONNECT EXISTING PEDESTRIAN SIGNAL PUSHBUTTON ELECTRICAL CABLE. REMOVE EXISTING PEDESTRIAN PUSHBUTTON AND R10-4(1) SIGN AND CONNECT ELECTRICAL CABLE TO NEW AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON INSTALLED WITH VIBRATING ARROW POINTING LEFT AND R10-3(1) SIGN (SIGN TO READ "PUSH BUTTON TO CROSS SECURITY BLVD."). INSTALL COUNTDOWN PEDESTRIAN SIGNAL HEAD. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
- USE EXISTING BASE MOUNTED CONTROLLER AND CABINET. INSTALL AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTON BASE UNIT.
- USE EXISTING STRAIN POLE. REMOVE EXISTING PEDESTRIAN SIGNAL HEAD, PUSHBUTTON AND R10-4(1) SIGN. CLEAN EXISTING DRILLED HOLES WITH BRUSH AND SPRAY COLD GALVANIZING COMPOUND ON THE AFFECTED AREAS.
- INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED. TIE PROPOSED CONDUIT INTO EXISTING 2 IN. CONDUIT BEND IN FOUNDATION.
- INSTALL HANDHOLE.
- USE EXISTING HANDHOLE. SPLICE EXISTING 2-CONDUCTOR (NO. 14 A.W.G.) ELECTRICAL TO NEW LOOP WIRE.
- USE EXISTING SPAN WIRE.
- USE EXISTING STRAIN POLE.
- USE EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (DETECTOR WIRE SLEEVE).
- INSTALL 6 FT. x 30 FT. (3-6-3 WINDING) QUADRUPOLE TYPE LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING.
- INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).
- INSTALL 24 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (STOP LINE).
- REMOVE EXISTING PAVEMENT MARKINGS AND INSTALL 12 IN. WHITE HEAT APPLIED PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING (CROSSWALK).
- REMOVE EXISTING PAVEMENT MARKINGS.
- ABANDON EXISTING LOOP DETECTOR.
- INSTALL 5 INCH CONCRETE SIDEWALK FOR ACCESS TO PUSHBUTTON.

SHA RIGHT OF WAY

SPECIAL NOTE:

THE TACTILE ARROWS FOR THE AUDIBLE/TACTILE PEDESTRIAN PUSHBUTTONS SHALL BE LOCATED PARALLEL TO THE CROSSWALK FOR WHICH THEY APPLY.

GENERAL NOTES

- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- REMOVE AND DISPOSE OF ALL UNUSED SIGNAL CABLE.
- PUSHBUTTONS ARE TO BE LOCATED ADJACENT TO A LEVEL (<1:48) LANDING (32" x 54") ALONG THE PEDESTRIAN ACCESS ROUTE LEADING TO THE CROSSWALK.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 43.09 AND FIG. 4E2 AND THE LATEST EDITION OF THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE."



STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
MD 122 (Security Boulevard) and  
E. Perimeter Drive

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 20'	DATE 11/1978	CONTRACT NO.
DESIGNED BY CPM,EZF	COUNTY Baltimore	
DRAWN BY CPM	LOGMILE	
CHECKED BY CPM,EZF	TIMS NO. 453	
FAP NO.	TOD NO.	
TS NO. 129F	DRAWING TSP-4	OF
	SHEET NO. 4	OF 6



Whitman, Requardt and Associates, LLP  
Engineers, Architects and Planners  
801 South Caroline Street  
Baltimore, Maryland 21231  
410-235-3450

GEOMETRIC LEGEND	
—	EXISTING
- - -	PROPOSED
UTILITY LEGEND	
—	STORM DRAIN
—	GAS MAIN
—	WATER MAIN
—	SEWER MAIN
—	ELECTRIC CABLES
—	AERIAL CABLES
—	TELEPHONE CABLES
—	FIBER-OPTIC

APPROVALS	
TEAM LEADER	
ASST. DIR. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

REVISIONS	
1	INSTALLED AUDIBLE PEDESTRIAN SIGNALS CONTRACT NO. AX1795133 4/20/2007
2	REPLACE LOOP DETECTORS AND ADDED MICROLOOP PROBES XX1085185 7/01/2003
3	REVISED PHASING TO SPLIT ON SIDE STREETS 07/2002

PLOTTED: 04-26-2007  
FILE: n:\31556-10\CADD\p5g-P004\_md122.dgn